

IN THE CLAIMS:

Please amend the claims as follows:

Claim 1. Canceled

2. **(Currently Amended)** A steerage locking system for a vehicle comprising a control knob mounted to a rotor capable of being turned from a LOCK position via an ACC position and an ON position to a START position, wherein said control knob is detachably fastened from axially outside to a front end of said rotor by a screw member according to claim 1, and wherein a cover member is detachably mounted from outside to said control knob to cover said screw member.

3. **(Original)** A steerage locking system for a vehicle according to claim 2, wherein said control knob has an opening leading to a keyhole which is provided in said rotor so that a mechanical key can be inserted into said keyhole; and said cover member inserted into said opening and having a guide bore for guiding the insertion of said mechanical key into said keyhole is detachably mounted to said control knob to cover said screw member disposed within said opening.

4. **(Currently Amended)** A steerage locking system for a vehicle according to claim 2, wherein said rotor having a keyhole, into which a mechanical key can be inserted, is relatively turnably inserted into a cylinder which is turnably carried in a stationary housing; a plurality of tumblers are built in said rotor and biased by a spring in a direction of engagement with the cylinder in such a manner that the engagement with said cylinder is released in response to the insertion of the normal mechanical key into said keyhole; and a key insertion-restraining means is mounted on said rotor and adapted to permit the insertion of said mechanical key into said keyhole in a state in which said rotor is in the LOCK position, but to inhibit the insertion of said

mechanical key into said keyhole when said rotor has been turned from the LOCK position using said control knob.

5. **(Original)** A steerage locking system for a vehicle according to claim 4, wherein said key insertion-restraining means comprises: a slider which is mounted to said rotor so that it can be slid between an insertion-permitting position for permitting the insertion of said mechanical key into said keyhole and an insertion-inhibiting position for inhibiting the insertion of said mechanical key into said keyhole, while being biased toward the insertion-inhibiting position, and so that an urging force from said mechanical key toward the insertion-permitting position is applied to the slider in response to the insertion of said mechanical key into said keyhole; and a sliding-movement restraining member which is mounted to said rotor so that the sliding of said slider to the insertion-permitting position is permitted in the state in which said rotor is in the LOCK position, but the sliding of said slider to the insertion-permitting position is inhibited when said rotor has been moved from the LOCK position.

6. **(Currently Amended)** A steerage locking system for a vehicle according to claim 2 4, wherein said control knob has an opening leading to a keyhole which is provided in said rotor so that a mechanical key can be inserted into said keyhole; a knob cap is detachably mounted to the control knob so that it is fitted into said opening to close said keyhole; and a resilient portion is integrally formed at a tip end of said knob cap to resiliently contact with an inner surface of an end of said opening adjacent said keyhole.